

For Sale.

MacEwen, Frickel & Co.
No. 55, Queen's Road East,
(Opposite the Commissariat),
ARE NOW LANDING
FROM AMERICA.

CALIFORNIA
CRACKER
COMPANY'S BISCUITS in 5 lb
tins, and loose.
Soda BISCUITS.
Assorted BISCUITS.

Small HOMINY.
Cracked WHEAT.
OATMEAL.
CORNMEAL.

TOPOCAN BUTTER.
Apple BUTTER.
Eastern and California CHEESE.
CORNED BEEF.
Prime HAM and BACON.
Eagle Brand Condensed MILK.
Family BEEF in 25 lb kegs.
Beef Ideal SALMON in 5 lb cans.
Cutting's Dessert FRUITS in 2 1/2 lb cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage
MEAT.
Stuffed PEPPERS.
Assorted SOUPS.
Richardson & Robinson's Celebrated Potted
MEATS.

Lunch HAM.
Lunch TONGUES.
Chest CHOWDER.
Fresh OREGON SALMON.
Dried APPLES.
TOMATOES.
SUCCOTASH.
Maple SYRUP.
Golden SYRUP.
LOBSTERS.
HONEY.
Assorted JELLIES.
Green CORN.

FAIRBANKS' SCALES.
400 lb. Capacity.
500 lb. " "
1,000 lb. " "
1,200 lb. " "

CORN BROOMS.
OFFICE HIGH CHAIRS.
AXES and HATCHETS.
AGATE IRON WARE.
WAFFLE IRONS.
SMOOTHING IRONS.
PAINTS and OILS.
TALLOW and TAR.
VARNISHES.

DEVOE'S NONPAREIL
BRILLIANT
KEROSENE OIL,
150° test.

Ex late Arrivals from
ENGLAND.
A LARGE ASSORTMENT OF
STORES,
including:
CHRISTMAS CAKES.
PLUM PUDDINGS.
MINCEMEAT.
ALMONDS and RAISINS.

Crystallized FRUITS.
Tartan's DESSERT FRUITS.
Pudding RAISINS.
Lente CURRANTS.

FINE YORK HAMS.
PIONIC TONGUES.
PATE DE FOIE GRAS.
SAVORY PATES.

SPARTAN
COOKING STOVES.

HITCHCOCK HOUSE LAMP.
PERFECTION STUDENT LAMP.

CLARET.
CHATEAU MARGAUX.
CHATEAU LA TOUR, plants & quarts.
JUSS. GRAVES.
BREAKFAST CLARET.

SHERRIES & PORT.
SACON'S MANGONILLA & AMON-
TILLAS.
SACON'S OLD INVALID PORT.
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.
1 and 3 star HENNESSY'S BRANDY.
BISQUIT & CO'S BRANDY.
FINEST OLD BOURBON WHISKY.
KINAHAN'S LL WHISKY.
ROYAL GLENDE WHISKY.
BOOB'S OLD WHISKY.
E. & J. BOOB'S IRISH WHISKY.
ROSE'S JIMMIE JUICE CORDIAL.
SPECIAL PRIZE & CO'S VERMOUTH.
CHARLES'S GINGER BRANDY.
MARASCHINO.
CURACAO.
ARROSTO, BOKER'S and ORANGE
BITTERS.
&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SANDERS, plant and quarts.
GUINNESS'S STOUT, bottled by E. &
J. BUCKE, plant and quarts.
DRAUGHT ALE and PORTER, by the
Gallon.
ALE and PORTER, in hogsheads.

SPECIALLY SELECTED
CIGARS.

Fine New Season's CUMSHAW TEA, in
5 catty boxes.
BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIRE-PROOF
SAVES, CASH and PAPER
BOXES, at Manufacturer's Prices.
Hongkong, December 1, 1883.

Mails.

STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, MARSEILLES,
MALTA, GIBRALTAR,
BRINDISI, TRIESTE, VENICE,
AND LONDON.
Also,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
HYDASPES, Captain G. SCHREINER, with
Her Majesty's Mail, will be despatched
from this for LONDON, via BOMBAY
and SUEZ CANAL, on TUESDAY, the
22nd January, at 4 p.m.
Cargo will be received on board until
10 a.m. on the day of sailing.
Parcels and Specie (Gold) at the Office
until 10 a.m. on the day of sailing.
Silk and Valuable for Europe will be
transhipped at Colombo; Tea and Gun-
powder Cargo for London will be conveyed
via Bombay without transhipment, arriving
one week later than by the ordinary direct
route via Colombo.

For further Particulars, regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.
N.B.—This Steamer takes Cargo and Pas-
sengers for MANILA.

A. McIVER, Superintendent.
Hongkong, January 10, 1884.

NOTICES TO CONSIGNEES.
S. S. "TAKACHIMO MARU," FROM
KOBE AND NAGASAKI.

CONSIGNEES of Cargo by the above
Vessel are hereby requested to send
in their Bills of Lading for countersignature,
and to take immediate delivery of their
Goods from alongside.
Cargo impeding the discharge or remain-
ing on board after TUESDAY, the 16th
Instant, will be landed and stored at Con-
signee's risk and expense.
No Fire Insurance has been effected.
H. J. H. TRIPP,
Agent.
Mitsui Bishi Mail S. S. Co.
Hongkong, January 12, 1884.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo
are requested to send in their Bills of
Lading to the Undersigned for counter-
signature, and to take immediate delivery.
This Cargo has been landed and stored at
their risk and expense.
No Fire Insurance has been effected.
Ex Djennah.
I. MARTIN,
Acting Agent.
Hongkong, January 9, 1884.

SHARE LIST.—QUOTATIONS. JAN. 17, 1884.									
Stocks.	No. of Shares.	Value.	Paid- up.	Reserve.	Working Account.	Profit & Loss.	Dividend.	Quota- tion.	Remarks.
BANKS.									
H.K. and Shanghai Bank	100,000	125	125	3,198,336	52,500.62	42	17 1/2	\$343	
INSURANCE.									
N.H. China Ins.	1,000	2,000	1,600	400,000	123,044.77	75	11	1350 p. sh.	
Yangtze Ins.	1,200	2,400	1,920	480,000	133,236.71	82	12	1100	
Union Ins. Soc.	2,000	4,000	3,200	800,000	276,391.08	134	14	820	
China Traders	25,000	50,000	40,000	1,000,000	107,411.55	22 1/2	17 1/2		
Insurance	25,000	50,000	40,000	1,000,000	107,411.55	22 1/2	17 1/2		
O'ton Ins. Office	10,000	20,000	16,000	400,000	106,177.77	10 1/2	10 1/2		
Chinese Ins. Co.	1,500	3,000	2,400	600,000	136,077.18	3 1/2	1200		
H.K. Fire Ins.	8,000	16,000	12,800	320,000	250,732.56	50	12 1/2		
China Fire Ins.	20,000	40,000	32,000	800,000	106,366.48	53	12 1/2		
STEAM COMPANIES.									
H.K. & M. Steamboat	8,000	16,000	12,800	320,000	41,320.98	6 1/2	12 1/2		
Indo-China S.	120,000	240,000	192,000	4,800,000	1,144.18	8 1/2	30 p. dia.		
Nav. Co.	120,000	240,000	192,000	4,800,000	1,144.18	8 1/2	30 p. dia.		
China & Manila	3,500	7,000	5,600	140,000	3,505.56	8 1/2	12 1/2		
S.S. Coy. Ltd.	3,500	7,000	5,600	140,000	3,505.56	8 1/2	12 1/2		
MISCELLANEOUS.									
H.K. & W.H. Dock	10,000	20,000	16,000	400,000	2,083.04	4 1/2	57 p. prem.		
H.K. & China Gas Co.	5,000	10,000	8,000	200,000	1,144.18	8 1/2	30 p. sh.		
H.K. Hotel	2,000	4,000	3,200	80,000	5,805.56	8 1/2	12 1/2		
China Sugar Co.	9,000	18,000	14,400	360,000	687.06	12 1/2	12 1/2		
H.K. Ice Co.	1,250	2,500	2,000	50,000	1,144.18	8 1/2	30 p. sh.		
H.K. Bakery	600	1,200	960	24,000	253.45	5 1/2	82		
Luxon Sugar Co.	7,000	14,000	11,200	280,000	4,060.68	8 1/2	12 1/2		
Perak Tin Mining & Smelting Company	3,000	6,000	4,800	120,000	3,000	10	190		
LOANS.									
Chi. Imp.	1874	6,276.2	100	all	8 1/2	June & Dec.	2 1/2	prem.	
" "	1877	16,046.2	100	all	8 1/2	June & Dec.	2 1/2	prem.	
" "	1878	3,297.71	500	all	8 1/2	June & Dec.	2 1/2	prem.	
" "	1881	8,561.71	500	all	8 1/2	June & Dec.	2 1/2	prem.	
Sugar Debitures, 1880	400	800	500	all	8 1/2	June & Dec.	2 1/2	prem.	

* For 6 months to 30th June.—Dividend for 1883 and Bonus of 25 per cent.—To 30th April 1883.—For year 1881.—For half year ended 30th June 1883.

Notices to Consignees.

STEAMSHIP "OXUS."
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship "OXUS," from London, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on, unless intimation is received from the Consignee before 3 p.m. To-day requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 22nd Instant, at Noon, will be subject to rent and landing charges. All Claims must be sent in to me before the 25th Instant or they will not be recognized. No Fire Insurance has been effected.
L. MARTIN,
Acting Agent.
Hongkong, January 15, 1884.

Insurances.

LANCASHIRE INSURANCE
COMPANY.
(FIRE AND LIFE.)

CAPITAL.—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored thereon, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision. If required, protection will be granted on first class lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to
ARNHOLD, KARBURG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1884.

THE STRAITS INSURANCE
COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.
ARNHOLD, KARBURG & Co.,
Hongkong, November 5, 1883.

THE LONDON ASSURANCE
INCORPORATED BY ROYAL CHARTER OF
His Majesty King George the First,
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Life Department.
Policies issued for long or short periods at current rates.
Policies issued for sums not exceeding £5,000 at reduced rates.
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, July 25, 1872.

NOTICE.
QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at 1/2 per cent. net premium per annum.
NORTON & Co., Agents.
Hongkong, May 19, 1881.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.
GILMAN & Co.,
Hongkong, January 1, 1882.

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Entertainment.

THEATRE ROYAL.
CITY HALL.

DAVIS & D'ANGELO, Lessees.

THIS EVENING,
the 17th January, 1884.

COMPLIMENTARY BENEFIT
TENDERED
BY
MR. CHARLES J. BARBER.
DISTINGUISHED AMATEURS.

THE LOFTUS TROUPE.
First Production in Hongkong of
Mr. J. W. ROBERTSON'S
Celebrated Three Act Comedy,
"CASTLE."

DRAMATIS PERSONA.
HON. GEORGE ALMYR Mr. B. Kidman.
CAPTAIN HAWTHORNE Mr. Hopworth.
ROBERTS Mr. C. J. Barber.
SAM GERRARD Mr. Nowham.
DIXON (Servant) Mr. Sothorn.
THE MARQUESS DE ST.
MAURICE Miss Minnie Nordt.
ESTHER ESCOFFER Miss Florence Conlife.
POLLY ESCOFFER Miss Victoria Loftus.

H.M.S. *Flying Fish* left Kowloon Dock to-day, and the *Jupiter* will leave the same Dock to-morrow. The *Kwong Sang* will leave Cantonian Dock to-morrow.

Tax extract respecting Sir John Pope's Hennessy's love in Mauritius, forwarded to us by "Gleaner," is merely a paraphrase of a description of the affair that appeared in the Mauritius papers and which we published some months ago.

The January Criminal Sessions will be commenced to-morrow morning. There are several cases of interest to be tried, among them being, the one of assault on Mrs. Fincham, and the one in which a European owner of works is accused of firing a revolver at a Chinese with intent to do him grievous bodily harm.

This following is the result of the Ocean Yacht Race for the "Douglas Challenge Cup" held yesterday:

Mr. H. Dickie's cutter *Ariel* (14 Tons) won by 23m. 56s. to spare, over Mr. Forster's *Naomi* (30 Tons), and over Mr. C. V. Smith's *Waco* (21 Tons) by 28m. 15s. The *Naomi* won the "Naomi Cup" by 8m. 9s. over the *Waco*. The *Naomi* did the race in less time than the *Ariel*, but had to make her smaller rival a time allowance of over half an hour.

It is stated in native circles that money for war purposes is being raised in Canton by a compulsory tax of twenty cents on every hundred dollars entered in the books of all guilds or private firms. This extraordinary taxation is superintended by a large staff of officers. It is said that the authority entrusted with the collection of this revenue has already advanced fifty thousand taels on the strength of his prospects.

This exhaustive coroner's inquiry into the cause of the death of three Chinese gamblers, who were killed by falling from a verandah of a house in Queen's Road West during a rain made upon the house by Sergeant Butlin and Mr. Clerkew, was concluded yesterday evening. Messrs G. Fenwick, A. G. B. Soares, and E. Richards, the jury in the case, returned a verdict of accidental death. The police enquiry into the charge of manslaughter made against Sergeant Butlin and Mr. Clerkew is not yet finished.

It is greatly to be feared that the loss of the China Merchant's steamer *Hwei Yuen* has entailed considerable sorrow on human life. Though of a scrappy nature, some information which has been supplied to us today, leads us to believe that very few of those on board survive. When the vessel struck, two boats were lowered, but they were immediately capsized and the occupants thrown into the water. A number of those capsized managed to scramble on to the bottom of one of the boats, which was drifted ashore on the island of Sha-ho, one man out of the six who were on the boat being found frozen to death. After being kept by the fishermen for eight days, during which signals were made to attract the attention of passing vessels without success, they were taken to the island of Hing-shan, whence they were taken to Shanghai. The neighbourhood in which the *Hwei Yuen* lies wrecked is, we are informed, notorious for its pirates. There is not the slightest trace of the remainder of the crew and passengers, who are said to have numbered two hundred and fifty. Captain Webster, of the Indo-China Steam Navigation Company's steamer *Kowshing*, which arrived here from Shanghai yesterday, sighted the *Hwei Yuen* on the way down, and observed that her hull was completely under water.

A short time ago, a large number of men armed with rifles and other weapons, were arrested by Sergeant Kemp on the Praya about ten o'clock in the evening. They were at the head of a large body of others who were all loaded with opium, and were arrested just as they were preparing to embark on board a couple of "pass boats." When the charge was enquired into by the Magistrate, it was pretty clearly established that the men were engaged in smuggling opium on to the Chinese mainland, and that they had no intention of doing any harm in the Colony. It was thought to be inadvisable, however, to allow such a large body of armed men—who though not actually offering any menace to the safety and peace of the Colony might easily do so—to parade the streets in this unbecoming manner, and these arrested were fined a small sum, warned not to repeat the offence and had their arms forfeited. This measure has not proved drastic enough to put a stop to the thing, and about eight o'clock last night, a similarly organised and equipped, though smaller, band was encountered near the Harbour Master's Office by the Police, who arrested seven men armed with loaded rifles. These men, when charged before Mr. Wodehouse this morning with being armed with deadly weapons and having no right pass, admitted their guilt, and were fined \$25 or six weeks' imprisonment each, the rifles and ammunition found on them being forfeited. Prisoners preferred rather to go to jail than pay the fine.

Some extraordinary stories got in circulation among the Chinese of the doings of the Black Flags and their allies in Tonquin. The following is one which has been going from mouth to mouth in this Colony lately, but it has not yet, we believe, found its way into the vernacular papers. It purports to be the narration of some Fokien man who has recently come up from Tonquin. On the arrival of the French reinforcements at Haiphong, the superior officers were warned that the Black Flags were about to make an attack upon the fleet, and instructions were issued at the same time to the effect that the newly-arrived troops were to remain on board the vessels to protect the fleet from any hostile operations directed against it. The Black Flags, thinking it would be rather dangerous to provoke the ire of the "untamable" French troops, effected a ruse, which proved to be most successful. They prepared a number of rafts, constructed of bamboo, and placed figures made of straw on them. These figures were made to look as much like men as possible. They also placed on the rafts some gongs and drums which were to be beaten automatically. A number of old matches were also loaded and placed on the rafts. The matches of these weapons were long ones, so that they would not fire the guns for some time after they were ignited; and they were also of different lengths, so that the guns would be fired in succession. This elaborate practical joke having been thus prepared for execution, on a suitable night—the eighth of last month—it was played off on the Frenchmen. When the tide flowed the rafts were floated towards the French ships by a few daring men. On their getting near the vessels these men left the rafts, which, leaving the dummies, gradually drifted nearer and nearer to the French men-of-war. When the men left the rafts they set the gongs and drums going and lighted the matches of the firearms. The French, having been warned, were of course on the alert, and very soon commenced a tremendous fusillade on the approaching rafts. It was not decreased when the matches commenced to go off in due order, and to send bullets whizzing about the French ships. Of course the trick was ultimately found out, but not before a large amount of ammunition had been expended by the Frenchmen, who no doubt made very merry over the experience, and gave the Black Flags credit for exhibiting considerable ingenuity. But the Black Flags played a deeper and even more successful trick than this one. A night or two after, some bamboo rafts, with their straw men, were again seen approaching the French men-of-war. Not a great deal of notice was, however, taken of them this time. They were allowed to approach close to the vessels, when suddenly a host of real men clambered up the sides of the ships from the rafts; there was some terrible fighting; the Black Flags were victorious, and no less than six of the French men-of-war were fired and burnt, and other vessels damaged. Our special correspondent in Tonquin mentioned some time ago that the Black Flags had placed straw men on rafts for the French to fire at, but this time we have heard of this wonderful and most successful attack upon the French fleet. Yet these stories are readily swallowed by the Chinese among whom they are circulated.

We have received from Mr. Williams, of Bowen-street, some specimens of his Torres Straits haddocks. These fish, which strongly resemble in appearance and flavour their Scottish namesakes, visit certain fishing grounds in Torres Straits in large shoals at particular periods of the year. They are, when caught, salted, packed green, and sent on to Brisbane, where they are smoked and prepared for market by Mr. Williams. Judging by the quality of the article, as placed on the market, this fishery ought some day to become an important industry for the smoked fish would find ready sale in any part of Australia.—*Queenslander*.

The principal grievance of the man O'Donnell, now lying in the condemned cell at Newgate—always, of course, after the deprivation of tobacco—was that he would be tried by a jury of Englishmen. His antipathy to the race amounts to monomania. And yet it is not to be admitted that he got a very fair trial—fairer perhaps than might have been anticipated in Dublin. General Pryor's brief was marked 15,000 dol.; yet, considering the pressure of legal business on the firm to which he belongs—one of the most sought after in the United States—he will make no present pecuniary profit out of the transaction. Had Mr. Justice Donnan fixed the customary date for the execution—the first Tuesday after three clear weeks from the sentence had elapsed—it would have fallen on Christmas Day. Naturally the event will not come off on that anniversary.—*Figaro*.

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THE SHIPOWNEERS AND THE SUEZ CANAL.

The forty-third annual meeting of the proprietors of the Panama and Oriental Steam Navigation Company was held on December 4th, at the company's premises in Leadenhall-street. Mr. T. C. Sutherland, chairman of the board of directors, presided. The report, which showed a net surplus for the year of £212,310, recommended, after deduction of the interim dividend of 2½ per cent., a further dividend of 2½ per cent., and a bonus of 2 per cent. on account of the Egyptian transport service, making in all with 1 per cent. bonus from the underwriting account, a total of 8 per cent. for 1883. In moving the adoption of the report, which was taken as read the Chairman said: "You will probably remember that at our meeting in June I said a few words in reference to the respective attitudes of the shipowners and the Suez Canal Company. I stated that the condition of that company was one which caused almost a feeling of despair. It had been compelled even to seek out ships 24 hours before their proper time, in order to give them 24 hours more to pass through the Canal, although the margin which was left on the ordinary time of sailing was fully 48 hours. The delays in the Canal were great, the shipping bodies, but not the shipowners, were not only impeded, but in that endeavouring to arrive within anything like contract time we were put to enormous expense by the consumption of oil which was necessary in consequence of having the shipowners waiting for the Canal to be cleared. I stated that the attitude of M. de Lesseps on the question appeared to all persons in this country to be an exceedingly unfortunate one, for it appeared to be his feeling that the Suez Canal Company stood in such a position that no company could possibly reach it, and that his mission in life, having made the canal, was to obtain the largest possible dividends for his shareholders; in fact, it was a case of the rights of property against the responsibilities of a public utility. I stated that the shipping bodies took part in the matter, and the consequence was that her Majesty's Government entered into a convention with the Suez Canal Company, and this they had no sooner entered into than they withdrew it. (Laughter.) Some months later, having signed since that convention was withdrawn an association of the leading shipowners interested in the Suez Canal which had been formed for the purpose of looking after this question requested her Majesty's Government to inform them what steps they intended to take for the solution of this question. They were informed that her Majesty's Government themselves had no intention of moving in the matter, and that the best thing the shipowner could do was to make their own arrangements with the Suez Canal Company. I stated that without seeing any sign of humanity outside our own ship."

Some philosopher has remarked that every man on the horizon looks more romantic than our own. We have had no opportunity of testing this. It is very rare to sight a man on the horizon. The one who was anchored at Honolulu, had been sailing forty days without seeing a sail. But I have my doubts about the philosopher's remark, which was probably based on a short voyage. It would be nearer our experience on this voyage to say with Lord George of Devonport, "If you can't get what you set your heart upon, you must set your heart upon what you can get." No doubt we would have enjoyed more opportunities of seeing Pacific and navigating humanity outside the Australia, but our own ship adapted itself to a very small environment, and learned to live in its imprisonment like the Byronic hero of Chillon. By the third week out all our guests became weary. We have now been on board, vocalists of the slightest order, humorists, scholars, thinkers, and the most interesting of all, the shipowner himself, who was on board a great imperial critic, who would tell us how much of the exceptional beauty and talent on this ship is sea-born, like Aphrodite, and destined to relapse into commonplace when they were landed. The dissenting view at Sydney, however, finds the voyage monotonous or tedious; the day is not long enough to do all that ought to be done. As for the material phenomena amid which we move, unless our gracious Captain Bannerman and the other officers are good-naturedly entering into the tricks of illusion, we witness some that are rarely seen. One, indeed, nobody on board had ever seen before—namely, the blue sun. The sun rose perfectly blue, and so continued until nine o'clock; the sunset was of a rich, glowing blue, and so continued until it sank. In the light every object and every body's face appeared bright blue. We had on other days the bright yellow sun, the pink, the silver, the red sun, but only once was it blue. Several children brought me silver suns. The moon, an hour or so later, appeared as one watches the flying fish, flashed like periwinkle by our ship's prow; and two white glides away as one watches the albatross, which sometimes is ten or twelve feet between wing-tips, and so flashes on, and so flashes on, and so flashes on. Perhaps the rarely with which its wings move (perceptibly) gave rise to the belief that the albatross sleeps on the wing. One need only watch this bird to discover that it must have been some other creature that the Duke of Argyll had observed in the "Lays of the Sea." "Law" that the albatross cannot the straight up from the water. It is often said, too, that the flying fish cannot turn in its flight, but we often see them curving, and the albatross, the Portuguese man-of-war, and the squid—oh, such spectacles! One of these was unique. About three o'clock of the afternoon there appeared a vast ring of opportunity mist around the sun; two hours later mist sank beneath and made the western horizon seem to be a vast sea of blue, and there came up, after a short while, which was of a red such as I never saw in the sky before—mingled blood and fire. All who came on deck to look supposed it was some polar light, until they learned that it was dead, and that we had seen three whales; all "greeting" as you landmen would say—but, as we landmen know, smoking the tobacco which the Micmas Saint gave the whale for carrying over to the Isle where he received the departed. We also had the rare, and not always welcome, sight of that evil-visaged night cat, waterpots, but which the unphilosophical can easily see to be a creature moving over the sea, which built beneath their feet while the heavens are clouded by their dark-blue brows.

The Southern Cross. When it was first announced everywhere and on black and white, and he must have been a bold man who didn't see its long bar and short bar with the certainty of a Constantine. Only on the second evening of observation did any sceptic venture to remark its fifth star, which ought to be at the juncture of the imaginary bars, but isn't. It is difficult for any but the eye of faith to run the bars between the four stars that conduct themselves in a Christian-like way. When we first saw the Southern Cross its long bar was parallel with the horizon, but it disappeared again down at first for the crucifixion of Peter with his head downwards. The swift revolution of this constellation has not escaped the islanders. They call it *Ikabuma* (that which looks down), and have a tradition that if one should

SKETCHES IN A TOUR ROUND THE WORLD.

S.S. *Australia*, on the 10th of September. As we sailed past the beautiful island of Tutuila, some Samoans came out to our ship in their canoes, and conversed with our pearl merchant, Mr. Young, who alone among us knew their language. A very sweet and flexible fellow, he was, and there were two canoes of them. They were quite naked, except for a small cloth around the loins, and their flesh was of a soft reddish tint, quite unlike the copper-coloured of the Hawaiians. At a little distance they appeared to have a fair complexion, but close inspection showed that this was all tattoo. They were not tattooed on their faces or other parts of their bodies. The evident intention of the tattoo was to imitate the cement mantled, and so that a boat was tattooed on the small of the back. They had some bread-fruit in their beautiful canoes, which floated the waves as if born of them. In the distance we saw a Roman Catholic church, close to the sea, and learned that the Catholics do not, like Protestants, insist on clothing at the tropics as the eleventh commandment. After chatting with them for a time we steamed off to sea again, and are again destined to pass more than a week without seeing any sign of humanity outside our own ship.

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PUBLISHED BI-MONTHLY,
TENTH YEAR.

In the following Statements and Tables the Rates are given in cents, and are, for

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Harbour or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Sections.	Sections.
1. From Green Island to the Gas Works.	5. From P. and O. Co.'s Office to Peddar's Wharf.
2. From Gas Works to the P. and O. Co.'s Factory.	6. From Peddar's Wharf to the Naval Yard.
3. From P. and O. Co.'s Factory to the Harbour Master's Office.	7. From Naval Yard to the Pier.
4. From Harbour Master's Office to the P. and O. Co.'s Office.	8. From Pier to East Point.

[illegible]

Name.	Rig.	Tons Displ't.	Gun.	L.H.P.	Captain.	Where at.
Albatross	composite screw aloop	940	4	840	Commandant Chas. Hiatt	Hankow
Audacious	double-screw iron frigate	6010	14	4330	Captain R. E. Tracy	Hongkong
Champion	corvette	2380	14	2340	Captain A. T. Powlett	Rhanghai
Clopatra	corvette	2300	14	2610	Captain H. N. Hippisley	Amoy
Cockchafer	gunboat	465	4	470	Lieut.-Comd'r Rolt. L. Groome	Changhai
Currago	corvette	2383	14	2540	Captain Annetruher	Shanghai
Daring	composite aloop	940	4	820	Commander F. J. J. Eliott	Pakhoi
Eak	double-screw gunboat	360	3	340	Lieut.-Comd'r Henry E. Roper	Swatow
Esprit	gunboat	430	4	455	Commander E. H. Gamble	Chinbiang
Flying Fish	fly	940	4	840	Lieut.-Commander Hoekyn	Hongkong
Fly	double-screw gun-vessel	640	4	430	Commander John Pope	Canton
Foxhound	gunboat	460	4	470	Lieut.-Commander McQuhas	Yenchow
Kestrel	double-screw gun-vessel	710	4	830	Commander E. Hotham	Tientsin
Linnet	double-screw gun-vessel	787	5	1050	Commander Geo. W. Hill	On a cruise
Magpie	surveying vessel	803	3	600	Lieut.-Comd'r Vereker	Singapore
Midge	double-screw gun-vessel	455	4	470	Commander E. Tisdale	Amoy
Orontes	troopsip	2870	5	970	Captain H. G. Andos	on route Singapore
Pegasus	composite screw aloop	1130	5	970	Commander Richard	Singapore
Sapphire	corvette	1370	12	2360	Captain Fullerton	Nagasaki
Swift	double-screw gun-vessel	794	5	1010	Commander Wm. Collins	Hongkong
Tweed	double-screw gunboat	360	3	340	In reserve	Hongkong
Victor Emanuel	receiving ship	3087	20	—	Commodore Cuming	Hongkong
Vigilant	paddle despatch-vessel	835	2	1230	Lieut.-Comd'r Maxwell	Hongkong
Wivern	turret-ship	1800	4	1450	In reserve	On a cruise
Zephyr	gunboat	530	4	540	Lieut.-Comd'r C. N. A. Pollard	Nagasaki

Name.	Flag and Rig.	Tons.	Guns.	N.H.P.	Captain.	Where at.
Abrook	Russian avisop	1160	7	900	Captain Schanz	Yokohama
Drac	French transport	—	—	—	Captain Ferrat	Haiphong
Enterprise	American corvette	1375	6	000	Commander A. S. Barker	Corea
Ermak	Russian transport	1000	4	80	Captain Koltchak	Japan
Essex	American sloop	1375	6	1200	Captain McCornack	Canton
Gornostal	Russian gunboat	450	7	80	Commander Stark	Vladivostock
Hamelin	French cruiser	—	—	—	Commander Roustan	Tonquin
Itis	German gunboat	420	8	100	Commander Rotger	Hongkong
Junista	American corvette	1900	—	—	Commander P. F. Harrington	Shanghai
Kersaint	French sloop	1182	—	375	Commander de Beaumont	Tonquin
La Victorieuse	French ironclad	4176	16	2214	Captain D. de la Batie	Hongkong
Legaspi	Spanish transport	1200	2	—	D. Ramon Valentin Buenaplata	Hongkong
Loipzig	German corvette	3600	16	400	Captain Herbig	Hongkong
Lutina	French gunboat	420	4	100	Captain Debar	Hongkong
Mouzeaux	American sloop	1100	6	250	Commander C. S. Cotton	Shanghai
Morgo	Russian gunboat	400	7	80	Commander Moltoeff	Vladivostock
Najezdnick	Russian corvette	1500	—	—	Captain Kalageras	Japan
Nerpa	Russian gunboat	400	7	80	Commander Valrondt	Vladivostock
Oprichnik	Russian corvette	1406	—	—	Captain B. Ivashintsov	Shanghai
Palos	American frigate	2906	6	200	Lieut. Commander Glidden	Choofoo
Richmond	Russian corvette	2500	14	500	Captain Skerrett	Shanghai
Schoboleff	Russian gunboat	2000	—	—	Captain Blandareff	Shanghai
Sobol	German frigate	400	7	80	Commander. Boyle	Japan
Stosch	Portuguese gunboat	2030	19	700	Com. Glomsda von Buchholtz	Hongkong
Tamega	Russian gunboat	410	—	—	Captain F. de Costa Cabral	Macao
Tongous	Russian gunboat	—	—	—	Commander Hock	On a cruise
Tourville	French steel frigate	5522	21	7485	Captain Bess	Singapore
Triumphante	French ironclad	4174	14	2400	Captain Baux	Amoy
Villa	French corvette	2400	15	375	Captain Deswatre	Hongkong
Vostok	French corvette	1390	—	—	Captain Fournier	Haiphong
Wolf	Russian gunboat	—	4	—	Commander Molichonsky	Vladivostock
Wolf	German gunboat	480	4	340	Commander von Raven	Canton

WATERS, &c.				
<i>Name.</i>	<i>Guns.</i>	<i>Tons Displ't.</i>	<i>H. P. Indicat.</i>	<i>Commandr.</i>
An-lan	7	450	260	Lim Kwok-chung
Chue-hing	2	80	20	Chinese
Chen-ju	2	80	17	Chinese
Chen-to	7	450	260	J. Stewart
Chop-chung	3	500	300	Chinese
Chop-shi	3	320	200	Chinese
Hai-chong-ching	4	320	200	Chinese
Hai-king-ching	3	450	310	Chinese
Hai-tung-ching	3	350	200	Chinese
Lien-chi	3	220	180	Chinese
Peng-chao-hai	4	600	500	Chinese
Quang-on	3	150	100	Chinese
Shen-hing	3	150	100	Chinese
Sui-tung	4	350	160	Caldcr
Tching-on	3	150	100	Chinese
Tching-po	3	150	100	Chinese
Tchu-tung	3	170	170	Chinese

STEAMERS.			
<i>Name.</i>	<i>Tons.</i>	<i>Captain.</i>	<i>Owners.</i>
Hankow	1382	Ogston	Butterfield and Swire
Honam	1377	H., C. & M. S.-boat
Kiu Kiang	917	Penning, T.	H., C. & M. S.-boat
Kiang-ping	360	Holmes	C. M. S. N. Co.
Kiangchow	159	Goggins	H., C. & M. S.-boat
Powan	1800	Boyland	H., C. & M. S.-boat
White Cloud	280	Penning, A.	H., C. & M. S.-boat
Yotsai	180	Lefavour	H., C. & M. S.-boat

WHAMPOA.

Elise
 Roderick Hay
 Shun-on
 Ger. bg.
 Brit. hqs.
 Annam str.
 CANTON.
 Brit. str. Shanghai
 Brit. str. Shanghai
 Brit. str.
 MACAO.
 Chi. str. Canton
 Brit. str. Canton

In port on January 11, 1884.

Androklos	Brit.	bqc.
B. H. Steenken	Ger.	bg.

Chloris	Ger.	bqe.
Galveston	Ger.	bqe.
Hans	Ger.	bqe.
Hilda	Brit.	bqe.
Hilda Maria	Ger.	bqe.
Johann Carl	Ger.	sch.
Lee Yih	Brit.	bqe.
Louise	Amer.	sch.
Orient	Ger.	bqe.
Oscar Mooyer	Ger.	bqe.
Quickstop	Am.	3m. sa.
Sophie	Russ.	bg.
Walter Siegfried	Brit.	bqe.

Peter Ger. sch. Taiwanfoo
—
SHANGHAI

In port on January 12, 1884.

MERCHANT STEAMERS.

Anchiste	British	London, &c.
Euclairig	British	London, &c.
Eridipi	British	Hongkong, &c.
Chungking	British	Hongkong, &c.
Djemah	French	Hongkong, &c.
Puyew	Chinese	Corea, &c.
Fung-ahun	Chinese	Corea, &c.
Gleaugray	British	London, &c.
Gordon Castle	British	New York, &c.
Greatham Hall	British	New York, &c.
Haashin	British	Koochow

Kiang-foo	Chinese	Hankow, &
Kiang-kwan	Chinese	
Kiang-piau	Chinese	

Kowshing	British	Hongkong
Kung-wo	British	
Nanzing	British	
Ngankin	British	Hankow, &
Ningpo	British	Hongkong
Pauth	Chinese	
Pechili	British	Nagasaki
Sin Nanzing	British	
Stora Nordiske	Danish	
Taku	British	Foochow
Teucer	British	London, &
W. C. de Vries	British	Hankow, &
Woosung	British	Amoy & S'
Wuchang	British	

Addie E. Sleeper Amer. bqe. New York
Almatia Amer. bqe.
Guth Madden Br 3m sch

Chingtah	Brit.	bqe.
Claro Babuyan	Brit.	bqe.
Flodden		
George	Brit.	bqe.
Jordalcon	Brit.	bqe.
Mians	Brit.	bqe.
Rambler	Amer.	bqe.
Sea Swallow	Brit.	bqe.
Star of China	Brit.	ah.
Stephen	Ger.	ah.
W. H. Wappaus	Brit.	bqe.

NAGASAKI.

Emily	Brit.	bg.
Hugo & Otto	Norw.	bqe.
Omega	Brit.	bqe. Shanghai

HIOGO.

In port on January 4, 1884.

Evangeline	Brit.	sch.
Ginaus	Brit.	bqe.
Hercules	Amer.	sh. New York
M. L. Cushing	Amer.	sh. San Francisco
Queen Emma	Brit.	bqe.

YOKOHAMA.

In port on January 4, 1884.

Alma	Amer.	sch.
Black Diamond	Ger.	bqe.
Cross Hill	Brit.	bqe. New York

E. v. Beaulieu	Ger.	bqe.
Guam	Bri.	bktine.
Helena	Brit.	sch.

Isenberg	Amer.	sh.
Jen. Harkness	Amer.	bog.
Liza	Amer.	sch.
Loretta Fish	Amer.	sh.
Mary C. Bohm	Ger.	sch.
Nemo	Russ.	sch.
Otago	Brit.	sch.
Rosa	Russ.	sch.
Saghalian	Russ.	sch.
Stella	Russ.	sch.

MANILA.

In port on December 31, 1883.

Anulosa	Brit.	bog.	United St.
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Evio Reed	Amer.	Dye.	Boston
Granite State	Amer.	sh.	
J. Gildemaster	Ger.	sh.	
Luben	Amer.	sh.	New York

Duch	Amer.	sh.	New York
Martha Davies	Amer.	sh.	United States
Meteor	Ger.	bqe.	
Pepita	Span.	bqe.	
Sooloo	Amer.	sh.	Boston
Titania	Brit.	sh.	
Wm. H. Lincoln	Amer.	sh.	New York

CEBU.

Theodor Roger	Ger.	sh.	
W. Minstrel	Brit.	bqe.	

ILOILO.

Gustav	Ger.	bqe.	
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BANGKOK.
In work on January 1, 1964

Ban Lee	Siam.	bqe.	
Bua Pan	Siam.	an.	
Burra Noorfol	Siam.	bqe.	
Cattarelin	Ital.	bqe.	
Cham, Kaurys	Siam.	bqe.	
China	Siam.	bg.	Laid up
Confucius	Siam.	sch.	
Eng Lee	Siam.	bqe.	
Envoy	Siam.	bqe.	
Espirances	Foh.	bqe.	
Falcon	Siam.	bqe.	Java
Fortune	Siam.	bqe.	
Gollah	Siam.	bqe.	

Kim Olaye Seng	Siam.	sch.
K. Hock Cheong	Siam.	sch.
Lucky	Siam.	bqe.

Mercury	Siam. bge.
Meridian	Siam. bge.
Rapid	Siam. bge.
Starlight	Siam. bge.

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